

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Yugoslavia

DATE DISTR. 6 November 1951

SUBJECT The Construction of Underground Magazines
at Mt. Strazevica

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SUPPLEMENT TO
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AIR

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1. The Yugoslav agency in charge of military construction known as "Vranduk" began the construction of underground magazines at Mt. Strazevica, in the vicinity of Rakovica, Knezeac and Resnik. The project, which was begun in 1948 and is to be completed by 1951, is known officially as, "Military Project-Rakovica". The source believes that the installation will be used to storage aircraft engines manufactured by the 21 Maj factory which is located in the vicinity.
2. Mt. Strazevica is located between the Topciderska River and a brook flowing from the village of Beli Potok, which is located to the north. The site of the construction is flanked by railroad lines on either side, one of which is the Beograd-Nis line and the other, the Beograd-Mala Krana line. Mt. Strazevica protrudes westward from the direction of Resnik.
3. The installation comprises eight tunnels, six of which are constructed perpendicular to a liaison tunnel which is parallel to the main tunnel and connected to it on either extremity. The dimensions for each of the tunnels are as follows:
 - a. The main tunnel, which perforates Mt. Strazevica from east to west is 5 meters high, 3 meters wide, and is 880 meters long. The main entrance to this tunnel is on the western side, across from the village of Knezevac.
 - b. The liason tunnel is 200 meters in length and constructed parallel to the main tunnel at its center so that the main tunnel extends equidistantly on either side of it. It is joined to the main tunnel by two connecting tunnels which extend from each of its ends in an angular direction. Each of the connecting tunnels merge with the main tunnel at a distance of 300 meters from each of the entrances to the main tunnel. The liaison tunnel is four meters distant from the main tunnel.
 - c. Six tunnels designed as magazines, are constructed perpendicular to the liaison tunnel running north-south at 20 meter intervals. These are 250 meters long and are numbered one to six, from east to west. These tunnels are 11.40 meters wide and 9 meters high. The side walls are 4 meters thick. The source believes that the vaulting is 1.75 meters thick at either side and 1 meter thick at the top.

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4. As of October 1950, construction of the installation is reported to have been completed as follows:
 - a. The main tunnel is completed.
 - b. Tunnel No. 1, 18 meters completed.
 - c. Tunnel No. 2, 30 meters completed.
 - d. Tunnel No. 3, 30 meters completed.
 - e. Tunnel No. 4, 40 meters completed.
 - f. Tunnel No. 5, 80 meters completed.
 - g. Tunnel No. 6, 150 meters completed.
5. The construction is under the direction of a certain Major General Smirnov, a former White Russian colonel. Of the 1,100 workers employed on the project, 500 are members of work battalions, while the others are civilian workers of the "Vranduk". There are 40 skilled workers, such as masons and miners.
6. The workers are equipped with 50 drilling machines, 2 cement mixers, 100 small gondola cars for transporting materials as well as hauling the earth from the excavation, 4 narrow gauge electric locomotives. The equipment, especially the drilling machines, which are of Italian manufacture, is described as being poor and in need of constant repair, which fact causes a delay in the progress of the operation.

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Comment: Your attention is called to [REDACTED] which reports the construction of a "large underground air raid shelter in Rakovica".

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